





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
"POWAN,"	2,338 "	" W. A. Valentine.
"FATSHAN,"	2,260 "	" R. D. Thomas.
"HANKOW,"	3,073 "	" C. V. Lloyd.
"KINSHAN,"	1,995 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.M.R. Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin. This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox. "NANNING," 569 tons, Captain C. Butchart. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mahning, Kunchuk, Kau-Kong, Samshui, Howik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow, Single \$15.00, Return \$25.00.

Canton to Tak Hing, Single \$12.50, Return \$21.00.

Canton to Samshui, Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.,

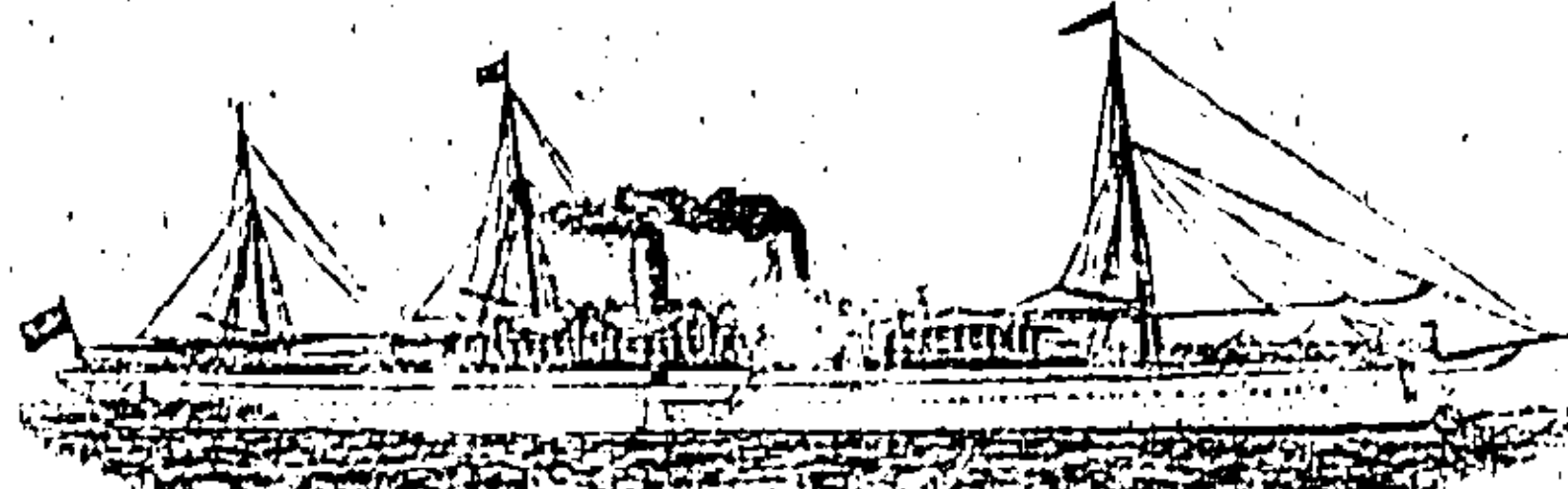
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,

Or of BUTTERFIELD &amp; SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of 12 Days across the Pacific is the

"Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

## PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, May 9	May 30
"TARTAR"	4,425	WEDNESDAY, May 23	June 16
"EMPRESS OF CHINA"	6,000	WEDNESDAY, May 30	June 20
"EMPRESS OF INDIA"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	2,440	WEDNESDAY, June 27	July 21
"EMPRESS OF JAPAN"	6,000	WEDNESDAY, July 11	August 1

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class Rail £40. £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier, 113 Hongkong, 2nd May, 1906.

## HAMBURG-AMERIKA LINIE.

## OSTERREICHISCHER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SILVIA	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th May } Freight and Passengers.
JSTRIA	MARSEILLES and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	15th May } Freight.
C. FERD. LAISZ	MARSEILLES, HAVRE & HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	1st June } Freight.
SITHONIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	3rd June } Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	14th June } Freight.
ACILIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	28th June } Freight.
RHENANIA	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	12th July } Freight and Passengers.
VANDALIA	NEW YORK. (Calling at SINGAPORE and PENANG).	10th May } Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabins amply lighted throughout by Electricity. Duty qualified Doctors are carried.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Hongkong, 3rd May, 1906.

King's Buildings.

## Mails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

ANTWERP, BREMEN/HAMBURG.

Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
SACHSEN	WEDNESDAY, 9th May.
PRINZ HEINRICH	WEDNESDAY, 23rd May.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNESSEN	WEDNESDAY, 18th July.
BAVERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ BITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 9th day of May, 1906, at Noon, the Steamship SACHSEN, Capt. Petersen, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 7th May, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 8th May, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 8th May.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES AS APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HIRBERTSHOF, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WILHELM	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.

ON TUESDAY, the 29th day of May, 1906, at Noon, the Steamship WILLEHAD, Capt. Obenauer, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	£18.—	£18.10	£14.00	Return £42.00	£27.15
TO BRISBANE	£30.—	£20.—	£14.—	Return £54.—	£36.—
TO SYDNEY	£33.—	£23.—	£15.—	Return £59.10	£41.10
TO MELBOURNE	£34.10	£24.00	£16.—	Return £61.5	£44.5
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97. 0. 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA 96. 0. 0.  
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR	STEAMER	ABOUT
YOKOHAMA & KOBE	WILLEHAD	WEDNESDAY, 9th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	WEDNESDAY, 9th May.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 23rd May.

\* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

Via VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. &amp; S. S. Co., T. K. R. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£62. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	65. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	65. 0. 0.

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS &amp; CO.,

AGENTS.

Hongkong, 2nd May, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

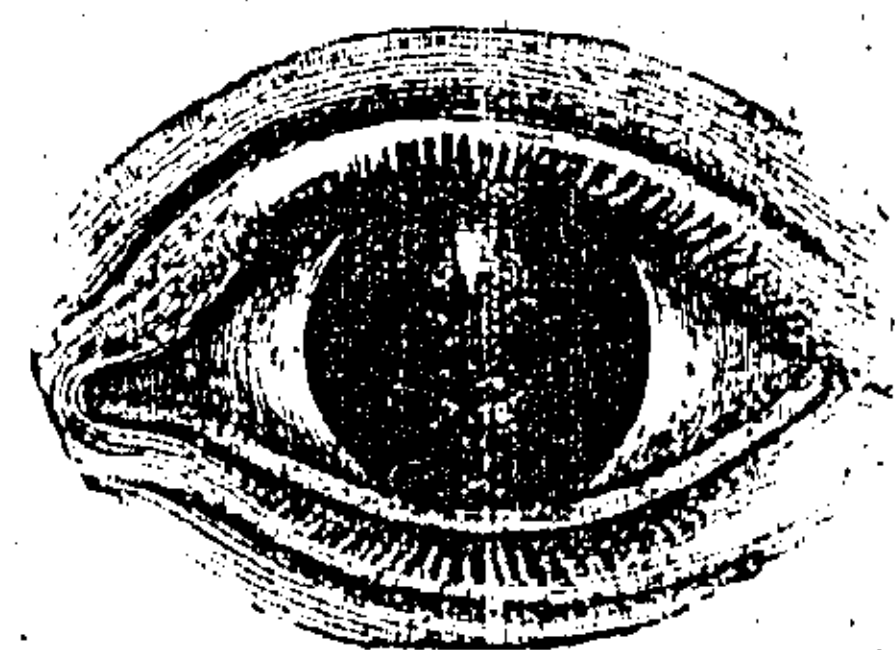
The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

[39]



EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON, CALCUTTA, SHANGHAI, 21, John Street, Bedford Row, W.C. 59, Bentinck Street, 566, Nanjing Road.

Hongkong, 27th November, 1905.

## WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-KONGMOON AND KAUKONG LINES.

SAILS every SUNDAY, TUESDAY and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI." SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS. THE steamers sail from HONGKONG to SHANGHAI, SHUOHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30. These steamers have excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS, WEST RIVER BRITISH S.S. CO., HONGKONG.

Hongkong, 23rd December, 1905.

[14]

## JAVA-CHINA-JAPAN LINE.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILATJAP	JAVA	Second half April	JAPAN VIA SHANGHAI	First half May
TJIMAH	JAVA	Second half May	JAPAN VIA SHANGHAI	Second half May
TJILIWONG	JAPAN	Second half May	JAPAN PORTS	Second half May
TJIPANAS	JAVA	First half June	JAPAN VIA SHANGHAI	Second half June

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to THE HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st Floor.

Hongkong, 1st May, 1906.

[15]

## THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER, 41 &amp; 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 10th September, 1905.

KWONG SANG &amp; Co.,

No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Pongee, Grass-cloth, Fancy and Piece Goods, &amp;c.

Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

[160]

## FOR SALE.

WELSBACH'S INDOOR and OUTDOOR LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HARP LAMPS.

Do. MANTLES, OIL, NEYS, GLOBES, SHADES, &amp;c., &amp;c.

and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHA of the best kind for GASOLINE LAMPS and GASOLINE ENGINES, kept in stock.

TAL KWONG CO.,

109, Des Voeux Road Central.

Hongkong, 10th April, 1906.

[119]







## Intimations.



A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS BY APPOINTMENT

TO

HIS EXCELLENCY THE GOVERNOR.

HYGIENOL

(REGISTERED).

A POWERFUL  
DISINFECTANT,  
GERMICIDE  
DEODORISER  
CHEAP  
HARMLESS  
EFFECTIVE

A. S. WATSON & CO.  
LIMITED.

ALEXANDRIA BUILDINGS.

Hongkong, 3rd March, 1906.

GREGOR & CO.,

19, QUEEN'S ROAD CENTRAL.

BEER

PILSENER.

CROWN LABEL.

\$13.00

Per Case of 4 Dozen Quarts.

\$19.50

Per Case of 8 Dozen Pints.

Hongkong, 16th June, 1905.

NOTICE.  
All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address.  
Ordinary business communications should be addressed to The Manager.  
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.  
SUBSCRIPTION RATES (IN ADVANCE).  
DAILY—\$30 per annum.  
WEEKLY—\$12 per annum.  
The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.  
Single Copies: Daily, ten cents; Weekly, twenty-five cents.

## MARRIAGE.

On the 28th April, 1906, at Shanghai, FRANCIS BERNARD, eldest son of David Pittman, Esq., of "Belmont" Harrow, to JEANNE, only daughter of the late Jules Arranger, of Rambouillet, France, and Mrs. Arranger of Plymouth.

## The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 3, 1906.

## THE BRITISH TREASURY RETURNS.

The British Treasury returns, for the financial year ended March 31, appear in home papers arriving by the mail to-day. There are many points of interest to the general British taxpayer. The most gratifying feature of these returns is the surplus balance in the Exchequer of £4,879,290. The March quarter was an unusually good one from the point of view of the Chancellor, the total amount received being £57,531,372, as compared with £56,933,118 in the corresponding quarter of last year, or an increase of £598,254. Of this total revenue £54,649,501 was paid in the Exchequer, while £2,881,871 was paid to the local taxation account. For the past year the total revenue for the kingdom was £153,878,984, which, compared with £153,182,782 in the year 1905, yields an increase of £696,202. The estimate of the late Chancellor of the Exchequer for the revenue of the year was £142,454,000, while the estimated expenditure was placed at £142,205,000, leaving a surplus of only £249,000. Out of the total revenue for the 12 months there was paid into the Exchequer £143,977,576, while £9,901,408 went to local taxation accounts. There was a decline in the revenue during the year to the extent of £1,263,096 in respect of Customs and of £462,822 in the matter of excise when the figures are compared with those for the preceding year. As against these items, however, there was an increased return of £1,080,000 in the matter of the Post Office and Telegraph Department, an increase of £659,948 from estate, etc., duties and of £480,000 in respect of stamps. During the quarter which ended on Saturday last, the total receipts into the Exchequer amounted to £69,137,962, of which £54,649,501 was paid in by way of revenue, and £13,864,000 provided by the creation of debt. On the debit side it is set forth that £2,766,466 went to meet the net deficiency of the Exchequer balance on 31 Dec. last; £29,400,691 was applied out of revenue to Supply Services; the Consolidated Fund charges for the quarter amounted to £24,841,515, and temporary advances on the credit of Ways and Means amounting to £7,350,000, were repaid. There is thus left a surplus balance in the Exchequer of £4,879,290.

## THE MAIL SERVICE.

The Postmaster-General gives notice that tenders can be sent in on Aug. 3 next for the conveyance of His Majesty's mails to and from India, Ceylon, Australia, and the Far East. The services, according to the L. & C. Express, are to commence on or about Feb. 1, 1908, and will be for a period of either seven or ten years. Respecting the Far East the notice calls for:—  
A fortnightly service, or one of two alternating four-weekly services, between Brindisi (or some other South European port) and Hongkong or Shanghai. The steamships will be required to call at Aden, Colombo, Penang, and Singapore, and (if the contract be extended to Shanghai) at Hongkong. For the voyage between the South European port and Hongkong or Shanghai (as the case may be) a minimum speed, in both directions, will be prescribed by contract.  
A fortnightly service, or one of two alternating four-weekly services, between Colombo and Hongkong or Shanghai. The steamships will be required to call at Penang and Singapore, and (if the contract be extended to Shanghai) at Hongkong. A minimum speed, in both directions, will be prescribed by contract.  
A fortnightly service, or one of two alternating four-weekly services, between Madras (or Calcutta) and Hongkong or Shanghai. The steamships will be required to stop at Penang and Singapore, and (if the contract be extended to Shanghai) at Hongkong. A minimum speed, in both directions, will be prescribed by contract.

## LOCAL AND GENERAL.

THE French mail of the 3rd April was delivered in London on the 2nd inst.

SINCE noon yesterday, five cases of plague—all Chinese—have been added to the returns for the year, numbering to date 284.

CAPTAIN A. A. Gibbs, Indian Medical Service, has been placed in medical charge of the 119th Infantry in addition to his other duties from 1st May, 1906, until further orders.

LEAVE of absence to the neighbouring countries on private affairs has been granted to 2nd Lieutenant M. U. Graham, 2nd Royal West Kent Regiment, from 4th May to 15th June.

A TSINGTAU despatch, of 27th ult., says: The salvage steamers *Protector* and *Berthide* have left Germany for the Far East, where they will be retained permanently. They will anchor either in Hongkong, or in Tsingtau, or in Wusung.

JOAO Valado, a Spaniard, was brought before the Court on a charge of being a vagrant in the Colony, on the 2nd inst. It was stated that defendant was entitled to a passage to Barry, as he joined his last ship at that port. His Worship ordered P.C. 54 to take Valado to the Harbour Master, who, after hearing his statement, referred him to the Spanish Consul.

DISTRESSING stories are told of the privations of tribes in Siberia. In one case, to save himself and his daughter from death by starvation, a man killed his nephew, and he and his daughter ate the victim's flesh. In another, a tribe virtually committed suicide to save itself from a lingering death.

LIEUTENANT R. M. Crosse, Royal Garrison Artillery, recently transferred to Hongkong, on completion of gunnery course at Shoeburyness, takes up the duties of instructor of gunnery at this station. Mr. Crosse has been a gunner officer since July, 1901, when he got his first commission, and he got his lieutenantancy in March, 1904.

INSPECTOR Hanson placed twenty-eight chair and ricksha coolies before Mr. C. A. D. Melbourne, at the Magistracy this morning, on charges of keeping a common gaming house at No. 11, Elgin Street, and with gambling on the premises last evening. Evidence was taken, and his Worship fined the first two men \$50 each, the remainder having to pay \$2 each.

THE performance of the U.S. battleship *New Jersey* in maintaining a speed of 19.18 knots an hour in a four-hour endurance run off the New England coast, coupled with her remarkable speed over a measured mile at Rockland, Me., at 19.48-knot gait, places this product of the Fore River Shipbuilding Company at the head of all American-built battle-ships, so far as speed is concerned.

We hear that Sir Ewen and Lady Cameron decided not to prolong their travels from Ceylon to China, at which we are sure many of their friends will feel keen regret. Sir Ewen was not quite so well on his arrival in Ceylon, and so the decision was taken. He underwent a slight operation at Colombo, from which he derived great advantage, and he sailed homewards in excellent health. — L. & C. Express.

In Appellate Jurisdiction to-day before His Honour Sir Francis Piggott, Chief Justice, the case of the *Brand-Daini Kotahiro Maru* collision was concluded. His Honour said that he considered that the *Brand* was also to blame for the collision, while the *Daini Kotahiro Maru* had already admitted her blameworthiness. His Honour, however, reserved his full judgment, and the Court adjourned *sine die*.

LIEUTENANT Edward H. Norman, 2nd Battalion, Queen's Own Royal West Kent Regiment, Hongkong, has been promoted captain after exactly six years' subaltern service. Captain Norman got his first commission in April, 1900, and served with the second Battalion in the South African War, taking part in the operation in Orange River Colony, Cape Colony and the Transvaal, and on the Zululand borders of Natal (King's medal with two clasps).

THE "oil king," John D. Rockefeller, celebrated the birth of his grandson by donating \$1 to St. James' Hospital, a struggling eleemosynary institution at Lakewood. The contribution was received in the form of a cheque by the Sisters of St. Joseph, who are struggling to maintain a free hospital. In the same mail that brought Rockefeller's cheque there came another cheque from Mrs. Marshall Field, Jr., for 100 times the amount of the Rockefeller donation.

THE shipyard and engineering shops of the China Steam Navigation Company at Hongkong are to be installed with a powerful gas plant by Messrs. Richardsons, Westgarth and Co. The capacity of the plant will be over 392,000 cubic feet of gas per hour, capable of developing 3,300 h.p. with 75 per cent. of the gas after cleansing in four engines, and the remaining 25 per cent. will be used for blast furnaces. This will be the largest installation of the kind in the East.

TO-DAY was the dulldest day the Police Court has seen for quite a while. The few arrests that were made yesterday were not of much interest—petty larceny, hawking *sans* licence, etc., while there were only two cases of possession of illicit opium to be heard. When Mr. F. A. Hazleard took his seat in the big Court this morning, there were only six prisoners in the dock, who were quickly dealt with, and in the small Court an empty dock with Mr. C. A. D. Melbourne. Had it not been for a gambling case, the doors of the small Court might well have been closed.

WE regret to announce the death of Mrs. Walker, the wife of Dr. C. Walker, of the American Presbyterian Mission, at Pitsanuloke, of fever. Mrs. Walker had, as was already known, been suffering from fever for some time and she passed away on 19th ult.

THERE has been launched from the shipbuilding yard of Messrs. David and William Henderson and Co., Limited, Meadowside Works, Partick, Glasgow, the twin-screw steamer *Cyclops*, for the Ocean Steamship Company, Limited, of Liverpool. Her principal dimensions are:—Length over all, 500 ft.; breadth, moulded, 58 ft.; depth, moulded, 42 ft. 6 in.; with a gross tonnage of about 9,000 tons. The machinery will be supplied by the builders, and consists of two engines, each having cylinders 23 in., 38½ in. and 65 in. in diameter and 48 in. stroke, with three large boilers, worked on the owners' closed-shut-pit system of forced draught, for a working pressure of 190 lb. per square inch.

THE case was continued at the Magistracy this afternoon in which three shop coolies and two women, employed by the Shiu Ching Wing firm of flour merchants, No. 311, Des Voeux Road Central, were charged with applying false trade marks to flour, on March 19th. Defendants, it is alleged, were transferring the "Red Seal" brand flour into bags bearing the "White Lily" mark. Mr. G. E. Morrell, of Messrs. Dennys and Rowley, prosecuted, and Mr. T. C. Holbrow, of Messrs. Deacon, Looker and Deacon, defended. Inspector Collett watched the case on behalf of the police. Frank Browne, Government analyst, gave evidence as to the analysis of the different brands of flour. The case is proceeding.

Two Chinamen walked into a shoemaker's shop at No. 172, Wellington Street last night and asked to be shown some European boots. They were each shown a pair, but as the price did not suit one of the "intending buyers," he walked further into the shop, pretending to follow the mysteries of boot-making. The salesman followed this man, while his companion, as soon as he saw the way clear, bolted out of the shop with a pair of boots under his arm. A chase followed and the coolie was arrested. He was placed before Mr. F. A. Hazleard this morning and sentenced to three weeks' hard labour and six hours' stocks. Defendants had a previous conviction, and his Worship recommended the man for banishment.

THE case in which P. C. 48 Glendonning proceeded against two natives—a man and a woman—for being in possession of a quantity of morphine in their premises at West Point, was continued at the Police Court this morning. It will be remembered that defendants said they were in possession of pepper (quinine) and not morphine, and the case had to be adjourned for the compound to be analysed. Mr. Frank Browne, Government analyst, stated that on May 1st he received two packages from the police. The contents of the packages were duly examined and found to be morphine, while the contents of one bottle were discovered to be a mixture of quinine and salts. His Worship—"I thought all the time that all was morphine," Mr. Hoggarth—"So did we, your Worship." The case was further remanded to allow Mr. Browne to analyse more of the contents of the packages.

## THE CIVIL SERVICE ESTIMATES.

CHINA, JAPAN, AND THE FAR EAST.

The Civil Service Estimates for the year ending March 31, 1907, are now issued, and we give below the usual details concerning the votes relating specially to China, Japan, and the Far East. The figures enclosed in parentheses are last year's votes, and are given for purposes of comparison. Where no comparisons are made the figures are the same as last year.

## DIPLOMATIC AND CONSULAR BUILDINGS.

Under the heading of "New Works, alterations, Additions, and Purchases (including Furniture in connection therewith)," are the following votes:—Siam, Bangkok, new court and accommodation for staff £450; erection of house for second gaoler, £150; filling up and levelling compound, £250. Lakon: House for Vice-Consul, £650. China, Japan and Korea: Erection of new building, alterations and additions to existing buildings, and acquisition of sites, £4,120 (£5,530). The Indian Government contributes a sum annually towards the cost of Diplomatic and Consular Services in China, Persia, and Siam; the rents payable for buildings, &c., in China forming a part of such Services. The vote in this section of £10 for the maintenance and repair of cemeteries in China, Japan, Korea and Siam is included in a general vote for the maintenance of cemeteries in foreign countries.

## THE DIPLOMATIC SERVICE.

China—(partly repayable from Indian revenues).—Envoy Extraordinary and Minister Plenipotentiary, £5,000; Councillor, £800; Chinese Secretary, £1,200; Chaplain, £200; Commercial Attaché, £1,000 and £167 for rent. Japan.—Ambassador £5,000 (£4,000); Councillor, £800; Japanese Secretary, £1,000 (£1,000), including an allowance of £100 a year for superintending the studies of students. Korea.—Minister Resident, £1,500. Siam.—The only vote under this head is £1,600 for the Minister Resident and Consul-General, which is the same as previous years. From the statement showing the distribution of Second and Third Secretaries in His Majesty's Embassies and Legations abroad on Dec. 1, 1905, we note there is one Second Secretary and one Third Secretary at China, and one Second Secretary at Japan, the salaries and allowances of whom are not stated. Houses are provided in all the above cases except for Chaplain at Peking and Commercial Attaché, and are taken into account in another vote for rents and taxes.

## PROPERTY SALE.

At their sales rooms, in Des Voeux Road, this afternoon, by order of the mortgagees, Messrs. Hughes and Hough put up for sale by public auction the following two lots of valuable leasehold property, situate at Victoria: Lot 1 comprised the piece or parcel of ground registered in the Land Office as inland lot No. 15, together with the buildings thereon erected, and known as Nos. 48 Bonham Strand, and 19 Bird Street, comprising an area of 2576 square feet, and carrying an annual Crown rent of \$45.43.

Lot 2 comprised the piece of ground registered in the Land Office as marine lot No. 76 with the buildings thereon erected and known as Nos. 60 Wing Lok Street and 268 Des Voeux Road, Central, having an area of 1,400 square feet, and carrying an annual Crown rent of \$14.68.

There was a very large concourse of wealthy Chinese merchants and bankers present, and the bidding for these properties was very brisk. When the first lot was put up the first bid offered was \$15,000, and with that as a basis it rose by leaps and bounds, by bids of \$5,000 each, to \$31,500, after which the bids varied from \$300 to \$300 each, until the last bid, \$36,100, was reached, the lot being then knocked down to Mr. Pan Hi Ping, of Bonham Street.

The sale of Lot 2 was then proceeded with, the bidding again starting at \$15,000. In this sale the bidding was more desultory, seldom rising above \$300 at a bid, and after the auctioneer had "given them all plenty of time" to make up their minds, the hammer fell when the bidding stood at \$27,200, at which figure Mr. Tang Chi Ngon, of the Hung Yu Bank, was declared the purchaser.

Messrs. Johnson, Stokes and Master were the solicitors for the mortgagees.

## COLLISION IN THE STRAITS.

RUSSIAN TRANSPORT RAMS THE "BENTONG."

From the *Singapore Free Press*, of the 28th ult., we gather the following particulars of the collision in the Straits of Malacca already reported by telegram in these columns.

On Thursday night, about an hour before midnight, there occurred in the Straits of Malacca one of those disastrous shipping fatalities from which we have been singularly free of late. The *Haversham Grange*, a troopship, conveying Russian soldiers to Odessa, ran into the local steamship *Bentong*, which was coming down from Port Dickson for Malacca. The collision had the inevitable result, when the sizes of the two ships are considered, and the *Bentong* sank within a few minutes. Thanks to the prompt action of the officers of the troopship, over seventy of the passengers and crew of the local ship were saved, while the *Tosa Maru*, which was passing at the time, also stood by and saved others. The number of drowned is, however, as yet uncertain, but it was feared that it would not be much less than thirty. None of the officers of the ship were lost, whilst the only European passenger, as far as we can ascertain, a Mr. Francis, was saved.

In conversation with Dr. Brooke and the Boarding Officer, Captain Howe said that immediately after the collision he stopped his ship, ordered the boats to be lowered to pick up the people from the *Bentong*, as he noticed she was settling fast, but by the time the boats had got away the *Bentong* had disappeared beneath the waves—a few minutes after the collision. Many of her passengers and crew were, however, seen in the water and these the boats from the *Haversham Grange* proceeded to pick up.

## THE SURVIVORS.

Amongst those thus rescued were Captain Penn, master of the *Bentong*; his one officer; Mr. Cooke, the chief engineer; Mr. Otto Day, the second engineer; and Mr. Francis, a passenger. Captain Penn and his chief officer had injuries on the head, and the European passenger had a gash on the neck below the ear.

DAMAGE TO THE "HAVERSHAM GRANGE." The *Haversham Grange* also sustained severe damage. She struck the *Bentong* on the starboard bow and twisted about ten feet of her own stem to an angle of thirty degrees to starboard. The forward plates started and the vessel commenced to leak, but the collision bulkhead was closed and the leak confined to the forepeak, which rapidly filled, and on the arrival of the vessel here contained 24 ft. of water.

After Dr. Brooke had made his examination of the vessel she came in and anchored off Tanjong Pagar, Captain Howe expressing the intention of having his ship docked to-day for temporary repairs prior to proceeding on his voyage.

## CARRYING RUSSIAN SOLDIERS.

The *Haversham Grange* is on her way to Odessa from Vladivostok with 3,524 Russian soldiers and 15 officers on board. She did not call at Singapore but passed through the port. She is a vessel of 4,895 tons burthen, 800 horse power, which would give her the speed of about twelve knots, and belongs to Greenock. She left Vladivostok on the 14th instant.

THE time required for a journey round the earth by a man walking day and night, without resting, would be 428 days; an express train, forty days; sound, at a medium temperature, 32½ hours; a cannon ball, 21½ hours; light, a little over one-tenth of a second; and electricity, passing over a copper wire, a little under one-tenth of a second.

THE fire which destroyed the old Houses of Parliament broke out on October 16th, 1834. The present building, termed the Palace of Westminster, was opened on November 4th, 1852. It stands on a bed of concrete 12 ft. thick, and covers an area of nine statute acres. It contains 1,100 apartments, 100 staircases, and two miles of corridors and passages. The great Victoria Tower, at the south-west extremity, is 346 ft. in height.

## TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

A FINANCIAL CRISIS.

MORE CHINESE FAILURES.

OTHERS REPORTED IMPENDING.

EUROPEAN FIRMS SERIOUSLY AFFECTED.

[From Our Own Correspondent.]

Singapore, 2nd May, 4.30 p.m.

In addition to the failure of the Chinese firm of merchants last month, when the amount involved was estimated at three and a half lakhs of dollars, further failures have to be recorded to-day.

The firms in difficulties are also Chinese.

The extent of their insolvency is variously estimated at several hundred thousand dollars.

Other firms are reported to be tottering, and it will be no matter for surprise if they suspend payment forthwith.

These extensive failures of Chinese firms unfortunately involve nearly every one of the European mercantile houses whose business is seriously affected in consequence.

[Straits Times.]

Italian General's Mission to Abyssinia.

London, 25th April.

General Martini (Italian) has started for Adisababa.

Trouble in Uganda.

An unsubdued section of the Mundis, yesterday, killed two Indian merchants close to the Uganda railway. Troops have been despatched to the place.

Increase of Egyptian Garrison.

It is pointed out that the Estimates for 1906-07 provide for an increase of the garrison in Egypt by seven companies of infantry. This increase will raise the total of men in Egypt from 3,243 to 4,008, and this extra infantry are required in part for garrisoning Khartum. The increase of the Army in Egypt has created a profound impression in Constantinople.

City's Welcome to Prince and Princess of Wales.

The Common Council of the City of London Corporation have unanimously decided on presenting an Address to the Prince and Princess of Wales, in recognition of the great national importance of Their Royal Highnesses' visit to India.

The Council have also decided to invite the Prince and the Princess to a dejeuner at the Guild Hall on the 14th of May.

Czar Opens Duma.

The Czar is to open, with full ceremonies, the Duma on the 10th of May.

Famine in India.

The number of persons on the list of those in receipt of relief from famine in India is increasing and already amounts to 496,000.

An Austrian Repudiation.

The *Freidenblatt*, an official organ in Austria, says the Austrian-Hungarian Government warmly repudiates the idea suggested by the Kaiser's telegram to Count Goluchowski, as humiliating to Austria.

It adds that the support accorded to Germany by Austria was only natural.

Italian Policy Outlined.

London, 26th April.

Count Guicciardini, the Italian Minister of Foreign Affairs, in a speech before the Senate, said that the foreign policy of Italy consists of fidelity to the triple alliance, the traditional intimacy with Britain, and a sincere friendship for France.

Commissioners at Capetown.

The South African Commission, of which Sir West Ridgway is the chairman, has arrived at Capetown.

Natal Reserves Warned.

The Natal Government have warned Reserves in certain districts to hold themselves in readiness.

These Reserves consist of able-bodied men, between 18 and 52 years of age.

## SHIPPING AND MAILS.

MAILED DUE.

Indian (*Gregory Apar*) 4th inst.  
American (*Siberia*) 7th inst.  
German (*Willehad*) 7th inst.  
German (*Roon*) 9th inst.  
Indian (*Loring*) 10th inst.  
Canadian (*Empress of China*) 22nd inst.

The T. K. K. s.s. *Nippon Maru* arrived at San Francisco on 30th ult.  
The Boston S. S. Co.'s s.s. *Tremont* left Kobe on 2nd inst., for Hongkong via usual ports.  
The Boston Tow Boat Co.'s s.s. *Zyra* from China and Japan arrived at Victoria, B.C., on 30th ult.

The T. K. K. s.s. *America Maru* is expected to sail from Yokohama on 5th inst., and is expected to arrive at this port on 16th inst.



## TELEGRAMS.

[Reuter's.]

## The British Budget.

LONDON, 1st May.

The Budget shows a realised surplus, for 1905-1906, of £3,466,000.

The estimated expenditure for 1906-1907 is £141,785,000, and the revenue £144,860,000, thus after a deduction of about £400,000 for contingencies, there will be a surplus for disposal of about £2,700,000.

It is proposed to devote £500,000 of this and £500,000 of the Chinese indemnity to a reduction of the debt, making, with the ordinary provision, and with the surplus of 1905-1906, a total reduction of £1,350,000. £200,000 will be devoted to certain postal charges, and the differential duty on stripped tobacco reduced by 2½d.

The loss to the revenue by remissions amounts to £2,000,000.

The duty on coal has been repealed.

The income tax and beer and spirit duties remain unchanged.

-Later-

## The Duty on Tea.

Mr. Asquith, owing to representations, has decided to enforce the reduction on the tea duty from the 1st inst.

## CHINESE AT WEI-HAI-WEI.

Mr. Ashley asked the Secretary for Foreign Affairs whether, in view of the decision to disband the Chinese regiment at Wei-hai-wei, he would ascertain whether employment as police at Singapore and other Colonies where Chinese form a large portion of the population could be found for some of these men trained at public expense.

Sir E. Grey said that there was no likelihood of the force being disbanded in the manner suggested.

## "DONGOLA'S" STEWARD IN TROUBLE.

CHARGED WITH ALLEGED THEFT.

A Canadian named Fred Harper, a steward on board the English mail steamer *Dongola*, was charged this afternoon at the Police Court, before Mr. C. A. D. Melbourne, with stealing the sum of £28 from a German passenger on board the ship, named Paul Bremer, on the 2nd instant. The money consisted of £15 in notes and three sovereigns.

Mr. H. J. Geddes, of Messrs. Johnson, Stokes and Master, appeared for the prosecution, and Mr. H. W. Looker, of Messrs. Deacon, Looker and Deacon, defended.

Mr. Geddes said that he appeared for the prosecution in the case and as there was no evidence to substantiate the charge, he would ask his Worship to withdraw the charge.

His Worship—So you are willing to withdraw the charge?

Mr. Geddes—Yes, your Worship.

His Worship—Have the police any objection?

P.C. Connell—No, your Worship.

The defendant was accordingly discharged.

## PROF. JENKS.

At the time of Prof. Jenks' visit to China when he had before the Chinese Government carefully thought out schemes for China's financial reform, it was clearly understood that his suggestions had been approved and his services as financial adviser would be engaged. H.E. Wu Ting-fang was, if we mistake not, strongly in favour of engaging Mr. Jenks, as he fully realised the financier knew what he was talking about, and quite as fully that without foreign assistance China would certainly not know how to set about her great financial reform problem. But Wu Ting-fang has had to contend with no small difficulties in Peking surrounded as he is by officials who do not know A from B, and the idea of employing a foreigner to superintend the coin of the realm and dictate to them how their money should be coined was very repugnant to the conservative members of the Government, and so Prof. Jenks was shelved. The so-called currency reforms have been nominally inaugurated, but as we know, no real progress has been made and matters are in as great a muddle as ever. When the two High Commissioners were in America the other day it was perhaps natural that they should have an interview with Prof. Jenks, and we understand he has been able to demonstrate to them that they are tackling the problem the wrong way, and that a dispatch has been sent to the Government urging that the original idea be carried out, and Prof. Jenks be invited to come to Peking. The opposition to this idea is said to be much weaker than formerly, but a hitch still exists inasmuch as it is feared another nation may take exception to his employment. This is the alleged excuse for not clinching his engagement any way, but we have rather a suspicion that the idea of currency reform is as unpopular as the abolition of tithing and all other reforms which are likely directly or indirectly to curtail the official conjurer's facilities.

—P. & T. Times.

In India about 2,000,000 of the natives can read English.

If the oceans of the world should evaporate, they would leave behind them a layer of salt 235 feet deep.

A HORSE may live twenty-seven years, but both lions and camels have been known to attain the age of forty.

THE Imperial Canal of China has a total length of 2,100 miles, which exceeds that of any other in the world.

THE yew is the longest lived of British trees, attaining to an age of 2,880 years. The oak comes second with 1,600 years.

## THE NEWSPAPER IN COURT.

JUDGMENT FOR RESPONDENTS.

In Appellate Jurisdiction this morning the Full Bench, consisting of their Honour Sir Francis Piggott, Chief Justice, and Mr. A. G. Wise, Puisne Judge, delivered judgment in the appeal in the case of *Tam Man Sam v. Tam Yan and another*, which was an appeal against the decision of the Puisne Judge in the case brought by appellant against respondents for breach of contract. Hon. Mr. H. E. Pollock, K.C., instructed by Mr. C. E. H. Beavis, of Messrs. Wilkinson and Grist, appeared for the appellants, and Mr. M. W. Slade instructed by Mr. C. V. Stevenson, of Messrs. Deacon, Looker and Deacon, represented the respondents.

THE JUDGMENT.

In delivering judgment, the Chief Justice said:—The arguments on both sides were a most low learned for the case to carry out we know the exact conditions of the contract as translated by the Court transcript at the close of the case. The condition of things which was to result from the payment of the quarter of the purchase price was, speaking for myself, very difficult to understand, but it afterwards appeared that the business was to be carried on at the purchase price, charges and risk as from that date. But the right to control the printing and publishing of the newspapers was not to pass into his hands till the actual completion of the contract by the payment of the balance of the price. What happened when the one fourth was tendered was, to my mind, this:—The purchaser misconstrued the meaning of the transfer of the business to him and went in, not exactly *ad armis*, at least with his staff, to take up his position of proprietor and printer. If his action had rested there, and all that happened on the subsequent day had been a determination of the contract by the vendors, I should have hesitated to hold this a repudiation by the purchaser involving a forfeiture of the deposit. But the learned judge who tried this case was of opinion that he did intend to repudiate, and this of itself would have debarred me from coming to such a conclusion. Apart from this consideration, however, the relation in the case as to what happened on June 5 at the meeting of the vendors at which the purchaser was present and their subsequent decision after he had left, seems to show clearly that the discussion must have been renewed and that the purchaser insisted on the erroneous interpretation of the contract. Even therefore if the case were one in which I should be justified in reviewing the learned judge's finding of fact I should agree with that finding. I am of opinion that the contract remained uncompleted solely through the fault of the appellant. The appeal must therefore be dismissed with costs.

The Puisne Judge:—This action was brought by the appellant (then plaintiff) before me in Summary Jurisdiction against the respondents (then defendants) for £1,000, being as to \$500 thereof for the return of money deposited by the appellant on June 2 in part payment of the purchase money of the business property and effects of the *Sai Kai Kung Yik Po Company, Limited*, (which is a newspaper company) contracted to be sold by the respondents to the appellant, and as to the balance of \$500 for damages for breach by the respondents of the said contract. I decided in favour of the respondents on items and the appellant has accepted my finding on the second item and is only appealing on the first. The question came before the Full Court on a special case stated by the parties and so far as this Court is concerned it is confined to the statements in that case. The facts are shortly as follows:—The respondents are the liquidators of the said newspaper business, and were desirous of selling the same. Tender was asked for and the appellant's tender of \$9,270 was accepted, subject to his previously depositing \$500 which he did on June 2. An agreement was entered into between the appellants and the respondent, which contained, *inter alia*, the following clause: "The purchaser (that is, the appellant) must pay one fourth of the price before three p.m. on June 4 or 5 (that is, within 48 hours) before the profit loss of the business of this company and the expense of all descriptions can be taken over by the new man."

It is decided that if the successful purchaser has first actually paid one fourth of the price, including the deposit money for the tender within 48 hours the remainder of the price shall be paid and the transaction completed within ten days. If the transaction be not completed within the time all sum that have been paid shall be forthwith wholly forfeited. As regards the rights of printing and publishing the same shall not be handed over until the transaction has been completed. As I read this agreement the meaning is that after payment of the deposit the appellant had to pay one fourth (less deposit) of the purchase money by three p.m. on June 4, and that he had ten days within which to pay the balance. That on payment of the one fourth, less deposit, the business was run at his risk up to the time that the balance of the purchase money was paid and that on the payment of the balance he then became entitled to possession. There is also the forfeiture clause I have read. The appellant, however, was of opinion that he would be entitled to possession on the payment of the one-fourth (that is on June 4). I decided that his reading of the agreement was wrong and that portion of my judgment was not in dispute. Acting, however, on his mistaken assumption the appellant tendered the one-fourth (less deposit) on June 4 subject to the condition that he got immediate possession. The respondents naturally objected and the appellant refused to pay and left with the money in his pocket. It must be noticed that this is not a case in which a man has failed to pay an instalment in consequence of want of money, but a case in which a man with the money refuses to pay unless the contract is altered to his liking. I hold that to be a flat repudiation of the agreement by the appellant. In my opinion the appellant meant to repudiate the

contract unless he got his own way the respondents were quite justified in considering that he did so mean and as they say they thereupon considered the matter ended. A night's consideration, however, took the appellant to his solicitors who, no doubt, acting from instructions, derived from the said erroneous assumption of the appellant as to his rights under the agreement, wrote a letter on June 5. The effect of that letter, roughly stated, is that if the respondents did not fall in with the appellant's views they (the solicitors) would commence legal proceedings at once to compel the respondents to complete the sale and to recover damages which they estimated at \$1,000. There was no reply to that letter and on June 14 (being the last day under ordinary circumstances for the completion of the agreement) the appellant's solicitors again wrote tendering the purchasing money less deposit and threatening (in case of refusal) legal proceedings for breach of contract. The arguments before us turned principally on the legal question as to whether in this case time was or was not the essence of the contract, but I prefer to base my decision as I did at the hearing on the broad fact that the action of the appellant was a direct and intentional repudiation of the agreement as it actually existed, and an intimation that he would not carry it out unless altered to suit his own ideas. Under these circumstances I think the appeal ought to be dismissed with costs.

## BREACH OF SHIPPING RULES.

SHIPMASTER FINED.

The master of the Norwegian steamer *Rein* was summoned at the Police Court this morning, at the instance of the Water Police, for misrepresenting the number of passengers when applying for a port clearance at the Harbour Office on April 8th, and also for attempting to leave the harbour for Bangkok with more passengers than the number allowed by his port clearance.

The defendant pleaded "not guilty" on the first summons and averred, on the second, that he did not know there were any passengers on board.

Ser. Wilden said that when he went alongside the ship was ready to leave for Bangkok. He boarded her, however, and found that according to the port clearance the ship was not entitled to carry any passengers, but twenty-five were discovered on board.

His Worship found the defendant guilty and fined him \$5.

Messrs. Wo Hing Chan, said to be the charterers of the Norwegian steamer *Rein*, were next summoned by the Water Police, before Mr. P. A. Hazeland, for allowing the ship to attempt to leave the harbour for Bangkok on April 8th last, with more passengers on board than allowed by her port clearance.

Mr. R. Harding, of Messrs. Ewens, Harston and Harding, defended.

Evidence was heard to the effect that on April 8th, when the police pinnace was alongside the *s.s. Rein* their port anchor was up, as also was the gangway. They were ordered to lower the anchor and gangway again and the vessel was boarded. The port clearance was examined; it did not allow any passengers, while they had twenty-five on board. Fifteen of the passengers only had tickets. The other passengers were then ordered ashore.

Cross-examined:—The port clearance shown witness by the captain of the *Rein* did not allow him to carry any passengers.

The Captain of the *Rein* said that Messrs. Angard, Thoresen and Company were the agents of the ship. Witness "thought" Wo Hing Chan were the charterers. Defendant told witness to take out a port clearance, but did not mention the number of passengers he intended to ship, so witness got a blank port clearance at the harbour office. Witness took his orders from the defendant.

Cross-examined: Witness did not know the name of his charterers. The *Rein* was only allowed to carry twelve passengers. Witness was not sure, but he thought that when the officer came on board he included the comrade staff in his calculations.

Insp. Langley: If the comrade staff are not down on the articles, your Worship, they count as passengers.

A Chinese shipping clerk in the defendant's firm said the *s.s. Rein* was under charter to a Chinese firm in Bangkok, and defendants were only the agents for the charterers. Witness thought it was the duty of the captain to call at their office for information. On this occasion the captain did not call, nor did he say how many passengers he had cleared for. Out of twelve tickets written out, ten of them were sold. This was the first experience of the Wo Hing Chan in shipping business.

By the Court—When witness met the captain on the forenoon before the ship sailed he did not ask the captain about the port clearance, as he did not think it was his duty.

His Worship—The point the defendants are going to raise is that they are not the agents, charterers or consignees.

Mr. Harding—That's so, your Worship.

After evidence was heard, his Worship adjourned the case for decision.

## THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—On the 3rd at 11.55 a.m. The barometer has risen slightly on the China coast.

Pressure is highest over the E. coast of China. Gradients are slight, and moderate E. winds are indicated in the Formosa Channel and the N. part of the China Sea.

Forecast:—Moderate E. winds; cloudy, some rain.

FOREIGN languages are now taught with the aid of the phonograph in some schools. The machine reels off oratory, poetry, and songs while the children listen and note the accent and pronunciation.

## THE DISPUTE ABOUT TABAH.

POSSIBILITIES OF A NEW ARABIAN ROUTE.

The responsibilities of Empire certainly involve us in some odd quarrels, and take us into queer corners of the earth. Who ever heard of Tabah before the past fortnight? Akabah we know, chiefly because, in our school days, we have been talked to about Ezion-Geber and King Solomon's fleets. But Tabah? Well, it turns out to be a name given to more than one tract about the head of the Eastern fork of the Red Sea; and it is quite possible that the present imbroglio is due simply to a geographical misunderstanding.

TWO TABAHS.

Tabah means a low-lying, marshy tract; and there is, on the one hand, Wady Tabah, a patch of white palms with good well-water, on the western shore of the Gulf, opposite to Akabah, on the eastern.

This is, presumably, the place recently occupied by the Turks, and obviously improperly; for, though Akabah is Ottoman, the line of demarcation runs north-eastward from the head of the Gulf, and puts anything on the eastern shore into Egyptian territory. But there is also, at the head of the Gulf itself, and much nearer to Akabah, a larger tract called Tabah, a stretch of marsh at the outfall of Wady Akabah, the great Valley, which continues the depression of the Jordan and the Dead Sea. On the eastern side of this, and clearly within Turkish territory, lies a spot where good water can be found, 'Ain Tabah, the last station before Akabah on the road from Akabah to the Dead Sea. To which of these Tabahs the Ottoman troops, sent to Akabah, have taken themselves there is no doubt; but to which of them they were ordered to go is less certain.

It is quite possible the first Tabah has been mistaken by an ignorant commandant for the second, and that Egyptian territory has been violated, without that ever having been the intention at headquarters. Once encamped, the Ottoman commandant, true to the traditions of this race, will sit down obstinately till satisfied that it is his superiors who order him to move, and as there is no telegraph to Tabah, nor, indeed, any nearer than Maan, he may sit some time.

## THE OTTOMAN POLICY.

There is, we believe, no properly delimited frontier to the Egyptian province on this side; no boundary posts warn the traveller when he has passed from the Sultan's dominion to the Khedive's—or, rather, in strict fact, from the Sultan's province of Sham (Damascus) to his province of Masr (Cairo). The worthy Binbashi in command had not much to guide him, and in due course he will no doubt retreat from one Tabah to the other, having, all unwittingly, given diplomats and evening journals some thing to talk about, and a very indifferent and inaccurate map, on which, quite possibly, neither one Tabah is marked nor the other.

Mistake or not, however, the Ottoman policy, which had led to this movement of troops towards the Gulf of Akabah, ought to be carefully watched. We do not suppose for one moment that it is designed to reopen the Egyptian question from the Ottoman side, or even to revive that dispute about boundaries which had to be scotched by Lord Cromer on the accession of the present Khedive.

But the dispute in question was undoubtedly an early sign that the Turk was beginning to understand the importance of the Gulf of Akabah to his Empire; and his recent movement of Tabah is the latest result of that same understanding.

## THE SECRET OF THE YEMEN.

The latter which most constantly and strongly possesses the Imperial mind at Vildiz is the question of Arabia.

There lies the focus of the creed in virtue of which the Ottoman Sultan keeps an Empire together at all. On his continued possession of the "Maramela," the two Holy Cities, depends the recognition of his Caliphate by millions of his actual subjects.

But Arabia is alien to the Turk, difficult to control, restless, and insubordinate. The Yemen blazes into revolt every few years; Asir, the district immediately south of Mecca, is in almost chronic rebellion. The great Emirs of Nejd acknowledge the Ottoman Sultan only when they wish to crush a rival. The Meccans, indolent and corrupt, retain their Sherif, and profess little loyalty to the Caliph. The land-roads to the Hejaz and thence to Yemen, where a whole army corps is stationed, is beset and frequently cut by irresponsible Bedwis. How is this all-important peninsula to be knit more closely to the Caliphate throne?

Taking a leaf out of the infidel's book, Abdul Hamid has determined it shall be done by railways. He hopes much from the Baghdad line, when it shall be made to Koweit; but for his better avenue of approach on the west he did not wait for European financiers and German companies. He projected, advertised, and forced through the Hejaz railway himself as a purely Moslem undertaking, giving from his Privy Purse, collecting from rich Muslims in India and all over the world, and taxing every possible commodity or transaction to increase the revenue of the "Hejaz Stamp."

A GOLDEN OPPORTUNITY.

In the event he has got a railway laid, tant bien que mal, right down the Hijim Road from 'azirib, the terminus of the French Damascus line, to Maan, south of the Dead Sea, and, indeed, some 100 Kilometres farther still.

But that is only half way to Mecca. Funds have run low. The country a head is less under his control, and the Bedawis have been very turbulent in the northern Hejaz of late, especially that great tribe which bears the ominous name of Harb (War). Stopping where it does, the railway is after all of little service to his imperial designs; but could it be prolonged pro tempore to a port on the Gulf of Akabah, it would become a link of immense importance with Jiddah and the Yemen.

Abdul Hamid saw the possible value of that double tongue of sea, which runs up to the Wady Arabah, many years ago; he sees it with double clearness now. The distance from his present rail head to Akabah is not much over 100 miles; the highest still in the Wady Arabah is not 700 feet. He could easily have a branch railway made to the Gulf. Even a canal is not impossible.

Therefore, as a preliminary measure, he reinforces the garrison in the Akabah district, and we—well, we watch and keep our hands free on the western shore of the Gulf, for no new route to the Red Sea and the East can be wholly indifferent to us.—D. G. Hogarth in *Morning Leader*.

## COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. .... 2 1/16

Do. demand ..... 2 1/4

Do. 4 months' sight ..... 2 1/4

France—Bank T.T. .... 2 1/4

America—Bank T.T. .... 2 1/4

Germany—Bank T.T. .... 2 1/4

India T.T. .... 2 1/4

Do. demand ..... 2 1/4

Bank T.T. ....	7 1/2
Singapore T.T. ....	12 1/2 prem.
Japan—Bank T.T. ....	10 1/2
Do. demand ..... 10 1/2	
Do. 4 months' sight ..... 10 1/2	
Do. 6 months' sight ..... 10 1/2	
Do. 9 months' sight ..... 10 1/2	
Do. 12 months' sight ..... 10 1/2	
Do. 18 months' sight ..... 10 1/2	
Do. 24 months' sight ..... 10 1/2	
Do. 30 months' sight ..... 10 1/2	
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Do. 672 months' sight ..... 10 1/2	



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	12th May.
GLASGOW and LIVERPOOL	"HYSON"	12th "
GLASGOW and LIVERPOOL	"GLAUCUS"	15th "
GLASGOW and LIVERPOOL	"RHIPES"	17th "
GLASGOW and LIVERPOOL	"IDOMENEUS"	23rd "
GLASGOW and LIVERPOOL	"AJAX"	31st "
GLASGOW and LIVERPOOL	"MEMNON"	7th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th "

## HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"RELLEROPHON"	8th May.
* GENOA, MARSEILLES & L'POOL	"CALCHAS"	20th "
AMSTERDAM, LONDON & ANTWERP	"MOYUNE"	22nd "
AMSTERDAM, LONDON & ANTWERP	"JASON"	23rd "
AMSTERDAM, LONDON & ANTWERP	"DEUCALION"	25th "
* GENOA, MARSEILLES & L'POOL	"GLAUCUS"	26th "

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON POINTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and "TYDEUS"		16th May.
all PACIFIC COAST PORTS, and "STENTOR"		10th June.
NAGASAKI, KOBE and YOKOHAMA		

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and "YANGTZE"		13th May.
PACIFIC COAST	"KEEMUN"	16th June.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 2nd May, 1906.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KIUKIANG"	4th May.
CHINKIANG	"FOOCHOW"	5th "
CALLAO	"SHANTUNG"	5th "
FOOCHOW	"YUNNAN"	6th "
YOKOHAMA and KOBE	"TSINAN"	7th "
MANILA	"TEAN"	8th "

\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly  
qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 3rd May, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most-luxurious Steamers  
between Hongkong and Manila.—Saloon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 5th May, at Noon.
RUBL	2540	R. Almond	"	SATURDAY, 12th May, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 28th April, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"RAMSAY"	20th May.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 26th April, 1906.

## Insurance.

NORTH GERMAN FIRE INSUR-  
ANCE COMPANY OF HAMBURG.  
THE Undersigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN &amp; Co.

Hongkong, 28th May, 1905.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.  
THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 26th September, 1905.

## Shipping—Steamers.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain T. AUSTIN, R.N.R.THIS Steamer departs from Hongkong on  
Week Days, at 7.30 A.M. and on Sundays  
at 8.30 A.M. Departs from Macao on Week  
Days at 2.30 P.M. and on Sundays at 5.30 P.M.,  
if tide permits.FARES:—Week Days, 1st Class, including  
Cabin and servant, Single \$3; Return Ticket,  
\$5; 2nd Class, \$1; 3rd Class, 50 cents.  
On and after Sunday, 20th inst., inclu-  
sive, every Sunday will be an Excursion, at the  
following rates:—1st and 2nd Class, Single, \$2;  
Return, \$3; 1st Class, Single with Cabin, \$3;  
Return, \$5; 3rd Class, Single, 50 cents; Re-  
turn, 80 cents.All Meals can be supplied on Board at \$1  
each Meal.  
First Class Passengers, who do not care to  
return on the Excursion Sunday, will be allowed  
to do so the following day (Monday) on pro-  
duction of the Return Half Ticket. Should  
the Steamer not run on the Monday, owing to  
the Boiler cleaning, due notice will be given  
by the Captain, and the Half Ticket will be  
available for the following day.  
The Steamer is lit throughout by Electricity.  
The Steamer's wharf at Hongkong is at the  
Western end of Wing Lok Street.

SAM WANG Co.

Hongkong, 17th April, 1906.

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain  
"KWONG CHOW" 1,309 T. R. MEAD.  
"KWONG TUNG" 1,238 R. RAMSEY.  
Leave Hongkong for Canton at 9 every  
evening (Saturday excepted).  
Leave Canton for Hongkong about 5.30  
o'clock every evening (Sunday excepted).  
These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity. Electric Fans  
in First Class Cabins.  
Passage Fare—Single Journey \$4  
Meals ..... \$1 each.ALSO  
Excursions to MACAO every SATURDAY  
at 6 P.M., and every SUNDAY at 8.30 A.M.  
returning on SUNDAY at 10 A.M. and 6.30  
P.M.FARES:—1st Class single \$2 with cabin \$3.50,  
return \$5.  
2nd Class single \$1, return \$1.50.  
Breakfast, Tiffin and Dinner \$1.00 each.  
The Wharf at Hongkong is at the Western  
end of Wing Lok Street.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.  
Hongkong, 17th April, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	"HANGSANG"	FRIDAY, 4th May, 4 P.M.
MANILA	"LOONGSANG"	FRIDAY, 4th May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	TUESDAY, 8th May, 3 P.M.

\* Taking Cargo on through Bills of Lading to Chefoo and Yangtze Ports.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 3rd May, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"ARABIA"	4,483	Metzenhain	May 22nd.
"ARAGONIA"	5,198	Ernst	June 11th.
"NICOMEDIA"	4,370	Wagemann	June 21st.
"NUMANTIA"	4,370	Feldmann	July 14th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and  
Outer States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENVENUE,"

Captain Krobbe, will be despatched as above, on  
or about 12th May.

To be followed by

S.S. "BENALDER."

S.S. "BENMOHR."

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 26th April, 1906.

## FOR VLADIVOSTOK.

THE Steamship

"ORANGE BRANCH,"

3,435 Tons,  
will be despatched for VLADIVOSTOK  
about the end of May.

To be followed by

S.S. "VINE BRANCH," 3,442 Tons.

For Freight, etc., apply to

DODWELL & CO., LIMITED,  
Agents.

Hongkong, 24th April, 1906.

## "GLEN" LINE OF STEAMERS.

FOR VLADIVOSTOK, VIA SHANGHAI  
AND NAGASAKI.

THE Steamship

"GLENLOCHY,"

Captain E. J. Stallard, will be despatched as  
above, on or about the 5th proximo.

For Freight, etc., apply to

MCGREGOR BROS. &amp; GOW.

Hongkong, 16th April, 1906.

BRITISH INDIA STEAM NAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"ZAIDA,"

Captain A. M. Rait, will be despatched as  
above, on SUNDAY, the 6th May, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 30th April, 1906.

## "SHIRE" LINE OF STEAMERS.

FOR MARSEILLES, LONDON AND  
ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or  
about the 10th May, 1906.

For Freight etc., apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 12th April, 1906.

## "SHIRE" LINE.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched for the above Ports, on or  
about the 15th May, 1906.

For Freight etc., apply to

SHEWAN, TOMES & Co.,  
Agents.

Hongkong, 6th April, 1906.

## Entertainment.

THEATRE

ROYAL.

## CITY HALL.

FOR A LIMITED SEASON ONLY.

COMMENCING

SATURDAY, MAY 5TH.

LONDON'S GREATEST SENSATION.

## THE GREAT THURSTON

WORLD'S MASTER MAGICIAN.

EXTRA SPECIAL ATTRACTION.

WINFIELD BLAKE and MISS MAUD AMBER.

THE POPULAR COMIC OPERA STARS.

NOTE.—16 People, 30 Tons of Baggage, £10,000 Expended.  
Booking for Reserved Seats, Dress Circle and Stalls at ROBINSON'S PIANO CO.PRICES OF ADMISSION: Dress Circle, \$3; Stalls, \$2; Pit, \$1; Soldiers and Sailors  
in Uniform Half-price to Pit and Stalls.

H. P. LYONS, Touring Manager.

## Consignees.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"PALAWAN,"

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Godowns of the Hongkong and Kowloon  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by  
mark, and delivery can be obtained as soon as  
the Goods are landed.

This vessel brings on Cargo:—

From London, &amp;c.

From Italy.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 6th May, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"TIENTSIN,"

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—

From Persian Gulf, &c., ex B. I. S. N. and  
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 4th May, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an  
appointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No Claims will be admitted after the goods  
have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 28th April, 1906.

## S.S. "CALEDONIAN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
S.S. *Matapan* and *Crimée*, and from Bor-  
deaux ex S.S. *Ville de Rochefort*, in connection  
with above Steamer, are hereby informed that  
their Goods, with the exception of Optimum  
Treasure and Valuables are being landed and  
stored at their risks into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Co.,  
Limited, at Kowloon, whence delivery may be  
obtained immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned. Goods remaining unclaimed  
after MONDAY, the 7th May, at Noon, will  
be subject to rent and landing charges.All claims must be sent in to me on or before  
the 7th May, or they will not be recognised.All damaged packages will be examined on  
MONDAY, the 7th May, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 30th April, 1906.

## Consignees.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM LONDON AND PORTS.

THE Steamship

"GLENLOCHY"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods are being landed at their risk into the  
Godowns of the Hongkong and Kowloon  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be carried on unless  
instructions are given to the contrary before  
4 P.M. TO-DAY.Goods not cleared by the 7th instant will  
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage  
obtained from the Godown Company within  
ten days after the steamer's arrival.No claims will be recognized if not presented  
within 14 days of the ship's arrival.

MCGREGOR BROS. &amp; GOW.

Hongkong, 2nd May, 1906.

## "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMOHR,"

FROM ANTWERP, LONDON AND  
STRAITS.CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and Kow-  
loon Wharf and Godown Co., Ltd., whence  
and/or from the wharves delivery may be  
obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods unde-  
livered after the 7th instant will be subject  
to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the 14th  
instant, or they will not be recognised.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 7th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 1st May, 1906.

## Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,  
司公隆李CABINET-MAKERS AND ART DECORATORS,  
from Shanghai, has re-opened their  
FURNITURE STORE







## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA."

Captain T. H. Hild, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for BOMBAY, on SATURDAY, the 5th  
May, 1906, at Noon, taking Passengers and  
Cargo for the above Ports in connection with  
the Company's S.S. *Himalaya*, 6,895 tons, from  
Colombo, Passengers' accommodation in which  
vessel is secured before departure from Hong-  
kong.

Silk and Valuables, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Mace-  
donia*, due in London on the 17th June, 1906.  
Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 21st April, 1906.

## MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

The S.S. "POLYNESIEN."

Captain Broc, will be despatched for  
MARSEILLES on TUESDAY, the 15th  
May, at 1 P.M.

Passage tickets and through Bills of Lading  
issued for above ports and for Australia with  
prompt transshipment at Colombo.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—

S.S. CALEDONNIEN ..... 29th May.  
S.S. SALAZIE ..... 12th June.  
S.S. TOURANE ..... 26th June.  
S.S. OCEANIE ..... 10th July.  
S.S. TONKIN ..... 24th July.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 2nd May, 1906.

## Intimations.

## CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" C. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

FOR

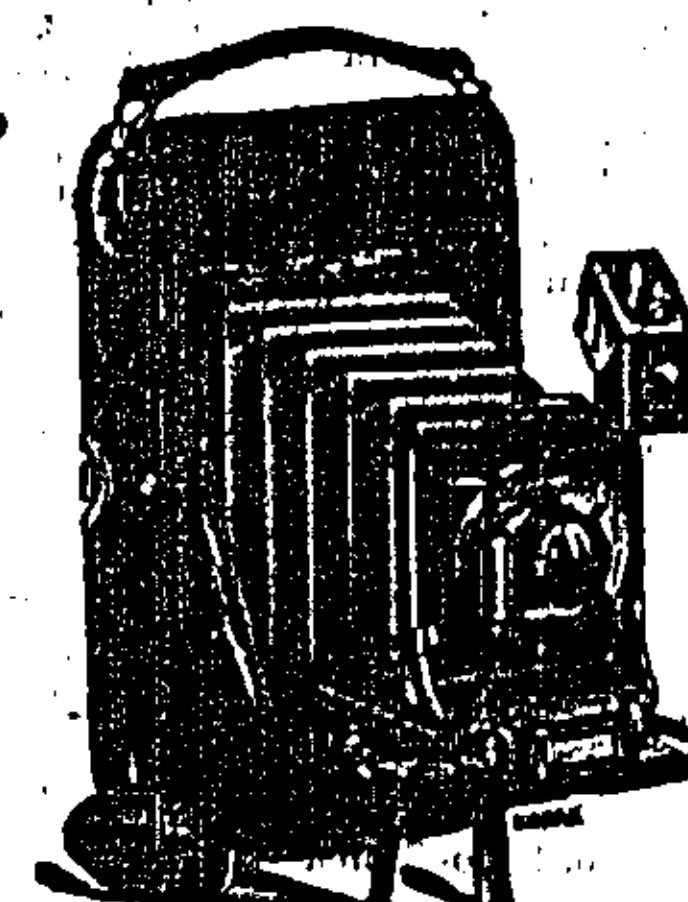
REQUISITES.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



AMATEUR WORK RECEIVES PROMPT AND CAREFUL ATTENTION.  
Hongkong, 16th May, 1906.

## SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation .....	70,000	\$125	\$125	\$1,000,000 \$9,500,000 \$250,000 \$12,735 \$150,000	\$1,699,777	\$1.15/- div. and 1/- bonus @ ex. 2/0/9/16 \$26.87 for 2nd half-year 1905 .....	5 %	\$860 London £90 \$38
National Bank of China, Limited .....	99,925	£7	£5		\$74,099	\$2 (London 3/6) for 1903 .....		
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited .....	10,000	\$250	\$50	\$1,600,000 \$147,855	\$211,540	\$20 for 1904 .....	5 1/2 %	\$355 buyers
China Traders' Insurance Company, Limited .....	70,000	\$83.33	\$25	\$950,000 \$248,480 \$242,692 \$274,151	\$466,391	\$3 for 8 months ending 1 12 1905 .....	4 1/2 %	\$93 ex div.
North China Insurance Company, Limited .....	10,000	£15	£5	£100,000 £100,000 £100,000	Tls. 302,053	Final of 7/6 making 15/- for 1904 .....	5 1/2 %	Tls. 90 sales
Union Insurance Society of Canton, Limited .....	10,000	\$250	\$100	\$2,000,000 \$2,000,000 \$1,153,814 \$169,279 \$180,000 \$161,758 \$15,527	\$2,792,271	\$3 for 1905 .....	4 %	\$770 b. ex div.
Yangtze Insurance Association, Limited .....	8,000	\$100	\$60	\$1,000,000 \$400,000 \$161,758 \$15,527	\$508,334	\$12 and \$3 special dividend for 1904 .....	8 1/2 %	\$175
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited .....	70,000	\$100	\$20	\$1,000,000 \$229,418 \$26,616	\$344,618	\$6 for 1904 .....	7 %	\$86
Hongkong Fire Insurance Company, Limited .....	8,000	\$250	\$50	\$1,221,928	\$422,618	\$25 for 1904 .....	8 %	\$305
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited .....	30,000	\$25	\$25	\$6,000 \$261,638	\$6,563	\$1 1/2 for 1905 .....	8 %	\$19
Douglas Steamship Company, Limited .....	70,000	\$50	\$50	\$88,941 \$100,000 \$600,000 \$154,331 \$120,000 \$241,159 \$3,999	Nil.	\$3 1/2 for year ended 30.6.1905 .....	8 1/2 %	\$41 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd. ....	80,000	\$15	\$15	\$600,000 \$154,331 \$120,000 \$241,159 \$3,999	\$24,080	\$1 for 2nd half-year making \$2 for 1905 ..	8 %	\$25
Indo-China Steam Navigation Company, Limited ..	60,000	£10	£10	£100,000 £100,000 £100,000	£4,435	12/- @ 1/101 = \$6.29.51 for 1904 .....	6 1/2 %	\$93
Shanghai Tug and Lighter Company, Limited .....	100,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905 .....	8 %	Tls. 62 buyers
Do. (Preference) .....	100,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 20,815	Final Tls. 14 making Tls. 3 1/2 for 1905 .....	7 1/2 %	Tls. 50 buyers
"Shell" Transport and Trading Company, Limited ..	100,000	£1	£1	£4,444 £10,000 £10,000 £10,000	\$929	1/- (Coupon No. 6) for 1905 .....	4 1/2 %	\$27
"Star" Ferry Company, Limited .....	10,000	\$10	\$5	\$10,000 Tls. 98,000 Tls. 98,000 Tls. 81,200		\$1.80 for year ending 30.4.1905 .....	4 1/2 %	\$33
Taku Tug and Lighter Company, Limited .....	10,000	Tls. 50	Tls. 50	Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 13,913	Final of Tls. 2 making Tls. 4 for 1905 .....	11 %	Tls. 40 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited .....	70,000	\$100	\$100	\$850,000 \$450,000 \$86,119	\$40,914	Final of \$15 making \$25 for 1905 .....	4 1/2 %	\$175 sellers
Luzon Sugar Refining Company, Limited .....	7,000	\$100	\$100	none	\$132,588	\$3 for 1897 .....		\$25
Perak Sugar Cultivation Company, Limited .....	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.6.04 .....		Tls. 85 sales
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd. ....	1,000,000	£1	£1	£80,000 £26,011	£13,355	1/- (No. 6) .....	6 1/2 %	Tls. 10 ex div.
Central Consolidated Mining Company, Limited ..	100,000	G. \$10	G. \$10	none	G. \$909,050	Final of 50 cents making G. \$1 for 1905 ..	6 1/2 %	G. \$16
"Aub. Australian Gold Mining Company, Limited ..	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents .....		\$3 sales
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Farnham (S. C.) Byrd & Co., Limited .....	55,200	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 34,924	Interim of Tls. 4 for year 1905/6 .....	10 %	Tls. 120
Fenwick (Geo.) & Co., Limited .....	18,000	\$25	\$25	\$70,000	\$8,915	\$2 for 1905 .....	5 1/2 %	\$21 1/2 buyers
<b>LANDS, HOTELS &amp; BUILDING.</b>								
Hongkong & Kowloon Wharf and Godown Co., Ltd. ....	40,000	\$50	\$50	\$550,000 \$165,160 \$20,000	\$20,040	Final of \$3 1/2 making \$6 for 1905 .....	5 1/2 %	\$105
Hongkong and Whampoa Dock Company, Ltd. ....	10,000	\$50	\$50	\$49,500	\$362,232	\$6 for second half-year making \$12 for 1905	7 1/2 %	\$163
New Amoy Dock Company, Limited .....	10,000	\$64	\$64	\$188,000	\$2,221	\$1 for 1905 .....	6 %	\$17 buyers
Shanghai and Hongkew Wharf Company, Limited ..	32,000	Tls. 100	Tls. 100	Tls. 487,230 Tls. 57,665	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905 ..	6 1/2 %	Tls. 225 sellers
Yangtze Wharf and Godown Company, Limited .....	7,500	Tls. 100	Tls. 100	Tls. 30,000	Tls. 5,668	Tls. 18 for 1905 .....	8 1/2 %	Tls. 220 buyers
<b>LANDS, HOTELS &amp; BUILDING.</b>								
Anglo-French Land Investment Co., Ltd. ....	25,000	Tls. 100	Tls. 100	none	none	First year .....	8 1/2 %	Tls. 100
Aslor House Hotel Company, Limited (Shanghai) ..	30,000	\$25	\$25	\$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905 .....	8 1/2 %	\$32 sellers
Central Stores, Limited .....	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905 .....	13 1/2 %	\$18 1/2
Do. (new issue) .....	24,000	\$15	\$15	none		7 % on \$7 1/2 for 1905 .....		\$112 buyers
Do. (Founders) .....	123	\$15	\$15	none		None .....		\$300 buyers
Hongkong Hotel Company, Limited .....	12,000	\$50	\$50	\$648,975 \$24,071	1619	\$5 for second half-year 1905 .....	7 1/2 %	\$132
Hongkong Land Investment and Agency Co., Ltd. ....	10,000	\$100	\$100	\$250,000	\$67,839	Final of \$3 1/2 making \$7 for 1905 .....	6 %	\$118 buyers
Hotel des Colonies Company, Limited .....	9,000	Tls. 25	Tls. 25	Tls. 22,986	Tls. 7,202	Interim of Tls. 1 .....	14 1/2 %	Tls. 17
Hotel Metropole Company, Limited .....	7,000	\$100	\$100	\$208,366	\$4,699	Final of \$6 making \$10 .....	10 %	\$100
Humphreys Estate & Finance Company, Limited ..	10,000	\$10	\$10	\$50,000	\$5,070	80 cents for 1905 .....	7 %	\$11 1/2
Kowloon Land and Building Company, Limited .....	6,000	\$50	\$50	none	\$574	\$2 1/2 for 1905 .....	6 1/2 %	\$39
Shanghai Land Investment Company, Limited .....	12,000	Tls. 50	Tls. 50	Tls. 909,593 Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905 .....	5 %	Tls. 118 buyers
West Point Building Company, Limited .....	12,500	\$50	\$50	none	\$772	Final of \$1.90 making \$3.65 for 1905 .....	7 %	\$53
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd. ....	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905 .....	11 %	Tls. 74 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited .....	175,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05 .....	6 %	\$16
International Cotton Manufacturing Company, Ltd. ....	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	3 % a/c 1898 .....		Tls. 67 1/2 sales
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905 .....	11 1/2 %	Tls. 72 1/2 buyers
Soy Chee Cotton Spinning Company, Limited .....	2,000	Tls. 500	Tls. 500	Tls. 18,456	Tls. 35,986	Tls. 25 for 1905 .....	8 %	Tls. 320 buyers
<b>MISCELLANEOUS.</b>								
Anglo-German Brewery Company, Limited .....	4,000	\$100	\$100	none	\$1,066	\$7 for 1905 .....	7 %	\$100
Bell's Asbestos Eastern Agency, Limited .....	8,600	12/6	12/6	£314	£770	1/3 per share for 1904 .....	9 %	\$7 1/2
Campbell, Moore & Co., Limited .....	1,200	\$10	\$10	\$9,000	\$1,097	\$3 for 1905 .....	9 1/2 %	\$7
China-Borneo Company, Limited .....	60,000	\$12	\$12	none	Nil.	\$1 for 1904 .....	12 1/2 %	\$32
China Flour Mill Co., Limited .....	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905 ..	12 1/2 %	Tls. 80 buyers
China Light and Power Company, Limited .....	50,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06 .....	6 %	\$120 buyers
China Provident Loan & Mortgage Company, Ltd. ....	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905 .....	9 %	\$9
Dairy Farm Company, Limited .....	25,000	\$7 1/2	\$6	\$25,000	\$2,804	\$1.20 for year ending 31.7.1905 .....	7 1/2 %	\$16
Green Island Cement Company, Limited .....	150,000	\$10	\$10	\$410,000 \$100,000	\$52,291	\$2 dividend and 50 cents bonus for 1905 ..	8 1/2 %	\$29 1/2
Hall & Holtz, Limited .....	71,000	\$20	\$20	\$180,000	\$20,893	\$2 1/2 for year ending 28.2.06 .....	11 1/2 %	\$22 1/2
Hongkong Electric Company, Limited .....	60,000	\$10	\$10	none	\$2,568	\$1.00 for 10 months ending 28.2.06 .....	6 1/2 %	\$16 ex div.
Hongkong High-Level Tramways Company, Ltd. ....	1,250	\$100	\$100	\$50,000	\$2,796	65 cents for 10 months ending 28.2.06 ..	6 1/2 %	\$235
Hongkong Ice Company, Limited .....	5,000	\$25	\$25	\$80,000	\$3,776	\$15 for year ending 30.1.1904 .....	8 1/2 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd. ....	50,000	\$10	\$10	\$60,000	\$5,813	Final of \$15 making \$19 for 1905 .....	6 1/2 %	\$29
Hongkong Steam Waterboat Company, Limited .....	15,000	\$10	\$10	\$25,000	188	\$9 for 1905 on 5 shares .....	10 1/2 %	\$10 sellers
Matschappij tot Mijn-, Bosch- en Landbouw- exploitatie in Langkat, Limited .....	25,000	Gs. 100	Gs. 100	Tls. 28,210 Tls. 19,465	Tls. 35,849	Final of 50 cents making \$1 for the year ..	8 1/2 %	Tls. 240 buyers
Philippine Company, Limited .....	67,500	\$10	\$10	none	Dr. P. 34,324	1st interim of Tls. 7 1/2 paid 15.3.06 account 1906 .....		\$5 buyers
Shanghai Gas Company, Limited .....	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Tls. 3 1/2 final & Tls. 1 1/2 bonus making Tls. 8 1/2 1905 .....	6 1/2 %	Tls. 135 buyers
Shanghai Horse Bazaar Co., Ltd. ....	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904 .....	11 %	Tls. 55 sales
Shanghai Pulp and Paper Company, Limited .....	4,500	Tls. 100	Tls. 100	Tls. 8,000	Tls. 2,753	Final of Tls. 8 making Tls. 14 for 1905 ..	9 1/2 %	Tls. 150 sellers
Shanghai-Sumatra Tobacco Company, Limited .....	30,000	Tls. 20	Tls. 20	Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905 .....	7 1/2 %	T